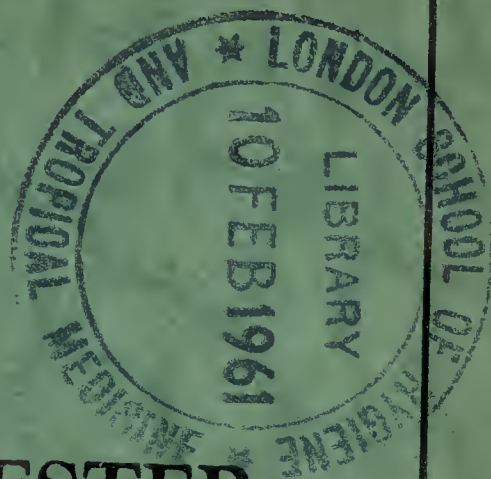


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2 MAY 1959



PORT OF MANCHESTER

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1958





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REPORT

by the

Medical Officer of Health

to the

CHAIRMAN AND MEMBERS OF THE
PORT HEALTH AUTHORITY

I have pleasure in presenting my report on the work of the Authority for the year 1958, in accordance with Article 17 (5) of the Sanitary Officers (Outside London) Regulations, 1935 and 1951.

The report is presented in the form desired by the Minister of Health and the statistical information is arranged in the form and sequence indicated in the Ministry letter, dated 31st December, 1958, and Form Port 20. Where the entry "No Change" appears it is to indicate that there has been no variation in the detailed information given in the Annual Report for 1955.

Considerable difficulty was experienced in finding suitable replacements for the two port health inspectors who resigned in the early part of the year. For over three months, in addition to food inspection duties, all shipping inspections between Manchester and Latchford were carried out by the two food inspectors. The number of vessels inspected in this section of the Canal naturally decreased over the year but it can safely be said that all essential work was carried out with the minimum of delay.

The keenly awaited Dark Smoke (Permitted Period) (Vessels) Regulations, 1958, came into force on the 1st June, 1958, and much time has been spent in informing all concerned of the permitted periods of time allowed for dark and black smoke to be emitted by vessels. Special allowance has been made in the regulations for certain vessels with funnels shortened for the purpose of navigating the Manchester Ship Canal. The Authority has given much time and thought to the administration of these new regulations and steps have been taken to deal with any future offenders. I should at this point mention the excellent paper, "Smoke emission from vessels with particular reference to the Port of Manchester", given by Inspector Stanley to the Sea and Air Port Branch of the Association of Public Health Inspectors at the Annual Conference at Blackpool in September.

The importation of rags, both from the Continent and Eire, has given cause for considerable concern. Amongst some of the rags in the bales from the Continent, which had broken open during transit, were found used sanitary towels, surgical dressings and fouled underwear. The Ministry of Health and the importers were immediately notified of the conditions found. A director of one of the importers gave an undertaking to report the complaint to the Waste Trades Federation and, if further cause for complaint arose, he was prepared to report the matter at international level. It is pleasing to know that the whole general question of rag importations is being reconsidered by the Ministry of Health.

Fleas were found in rag consignments imported from Eire. The City Medical Officer, Dublin, was notified and steps have been taken for certificates to be issued stating that rags have been thoroughly impregnated with a suitable insecticide and all reasonable precautions taken to ensure that rags are in a sanitary condition.

The coming into force of the Public Health (Preservatives, etc. in Food) (Amendment) Regulations, 1958, was a welcome improvement in dealing with the importation and sale of citrus fruit. These regulations permit such fruit to contain diphenyl and/or orthophenylphenol within specified limits. Earlier legislation allowed the importation of citrus fruit containing diphenyl provided the fruit had been wrapped outside the United Kingdom in wrappers impregnated with a limited amount of diphenyl.

The Manchester Ship Canal Company kindly invited members of the Authority to make a tour of inspection of the Port on the s.tug "Daniel Adamson". The visit proved most instructive and thanks are due to the Public Relations Officer of the Company for the excellently organized arrangements.

I have pleasure once again in recording my grateful thanks to the Chairman and members of the Authority for their co-operation and support and to the staff for their devoted service during the year.

I have the honour to be,

Your obedient servant,

CHARLES METCALFE BROWN,
Medical Officer of Health.

Port Health Office,
168, Trafford Road,
Salford 5.

Members the Port Health Authority

The membership of the Authority for the year was as follows :—

Authority represented :

Councillor B. S. LANGTON (<i>Chairman</i>)	}	County Borough of Manchester.
Alderman J. E. FITZSIMONS, J.P.		
Councillor Mrs. N. BEER, O.B.E., J.P.		
Councillor J. CONWAY		
Alderman S. W. DAVIS (<i>Deputy Chairman</i>)	}	County Borough of Salford.
Alderman T. C. LOFTUS		
Alderman G. H. GOULDEN, J.P.		
Alderman Miss M. C. WHITEHEAD		
Councillor Dr. A. W. DAVISON, J.P. succeeded in May by Councillor E. REID	}	Borough of Stretford.
Alderman Mrs. E. BODDAN	}	Borough of Eccles. Irlam U.D.C. Urmston U.D.C.
Councillor J. HUNT	}	Lymm U.D.C. Runcorn R.D.C. Runcorn U.D.C. Bucklow R.D.C.
Councillor H. GRAY, J.P.		Warrington C.B. and R.D.C.
Alderman P. HANLEY	}	Borough of Widnes. Borough of Bebington. Borough of Ellesmere Port.

SECTION I : Staff changes.

TABLE A.

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointment held
G. Butterworth	Port Health Inspector	6th August 1957. Resigned 19th January, 1958	Cert. R.S.I.	—
N. M. Sampson	Port Health Inspector	8th November, 1948 Resigned 2nd March, 1958	Cert. R.S.I.	—
J. Forbes	Port Health Inspector	23rd June, 1958	Cert R.S.A. (Scotland)	—
A. M. Dickson	Port Health Inspector	21st July, 1958	Cert R.S.A. (Scotland) Cert. Meat and other Foods (Scotland)	—

Address and telephone number of the Medical Officer of Health : 168, Trafford Road, Salford 5. (TRAfford Park 1714).

Branch office : 14, Victoria Road, Runcorn. (Telephone : Runcorn 2919).

SECTION II : Amount of shipping entering the district

TABLE B.

Ships from	Number	Tonnage	Number inspected:		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By the Medical Officer of Health	By the Port Health Inspectors	
Foreign ports...	2,473	6,453,012	36*	1,520	5
Coastwise	2,952	1,912,827	—	276	—
Total	5,425	8,365,839	36*	1,796	5

* Visited by Boarding Medical Officers, Liverpool Port Health Authority, in R. Mersey.
"Foreign" excludes ports in the Irish Republic.

SECTION III.

Character of shipping and trade during the year.

TABLE C.

Passenger traffic :

Number of passengers INWARDS : 777.

Number of passengers OUTWARDS : 935.

Cargo traffic :

Principal IMPORTS :

Aluminium, asbestos, beer and stout, chemicals, coal and coke, copper, cotton, flour, meal &c., foodstuffs, general cargo, grain, iron manufactured ores, oils and petroleum, paper, phosphates, cotton waste, sand and gravel, starch, farina &c., spelter and lead, stone &c., sulphur, tanning materials, tea, timber, woodpulp and wool.

Principal EXPORTS :

Chemicals, coal and coke, cotton waste &c., creosote, foodstuffs, general cargo, glass, iron, machinery, petroleum, pitch, pottery and earthenware, salt, textiles and vehicles.

Total traffic, 1958 : 17,984,053 tons.

Total traffic, 1957 : 16,838,510 tons.

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE :

Argentina	...	...	...	...	Bahia Blanca, Buenos Aires and Rosario.
Australia	...	...	...	...	Adelaide, Brisbane, Fremantle, Melbourne, Port Pirie and Sydney.
Belgium	...	...	...	...	Antwerp and Ghent.
Brazil	...	...	...	...	Porto Alegre, Rio de Janeiro and Santos.
Canada	...	...	...	...	East and West Coast and Great Lakes ports.
Ceylon	...	...	...	...	Colombo.
Colombia	...	...	...	...	Mamonal and Cartagena.
Cyprus	...	...	...	...	Famagusta, Limassol and Morphou Bay.
Denmark	...	...	...	...	Copenhagen, Esbjerg, Frederikshavn and Odense.
East Africa	...	...	...	...	Beira, Lourenco Marques and Mombasa.
Egypt	...	...	...	...	Alexandria, Port Said, Port Sudan and Suez.
Eire	...	...	...	...	Cork, Drogheda, Dublin, Limerick, Wexford, Wicklow and Waterford.
Finland	...	...	...	...	Abo, Helsingfors, Kotka, Lovisa and Raumo.
France	...	...	...	...	Bordeaux, Dunkirk, La Pallice, Le Havre, Sete, Paris, Rouen and Treport.

Principal ports from which ships arrive—*continued*.

Germany	...	...	...	...	Bremen and Hamburg.
Greece	...	...	...	...	Patras, Piraeus and Salonica.
Holland	...	...	...	...	Amsterdam and Rotterdam.
Iceland	...	...	...	...	Reykjavik.
India	...	...	...	...	Bombay, Calcutta, Cochin and Vizagapatam.
Indonesia	...	...	...	...	Balik Papan and Miri.
Israel	...	...	...	...	Haifa and Tel-Aviv.
Iraq	...	...	...	...	Basra and Fao.
Italy	...	...	...	...	Genoa, Ponza and Messina.
Lebanon	...	...	...	...	Beyrout, Sidon and Tripoli.
Malaya	...	...	...	...	Singapore.
Netherlands West Indies	...	...	...	...	Aruba and Curacao.
North Africa	...	...	...	...	Algiers, Casablanca, La Goulette and Tunis.
Norway	...	...	...	...	Arendal, Bergen, Christiansand, Drammen, Frederikstad, Larvik, Narvik, Oslo, Porsgrunn, Risor, Sarpsborg, Skien, Stavanger and Trondhjem.
Pakistan	...	...	...	...	Chittagong, Karachi and Chalna.
Persian Gulf	...	...	...	...	Kuwait, Mena al Ahmadi, Umm Said, Bahrein and Bandar Mashur.
Peru	...	...	...	...	Cabo Blanco and Lobitos.
Poland	...	...	...	...	Gdansk (Danzig) and Gdynia.
Portugal	...	...	...	...	Leixoes, Lisbon and Oporto.
Russia	...	...	...	...	Archangel, Leningrad and Mesane.
South Africa	...	...	...	...	Capetown, Durban, East London and Port Elizabeth.
Spain	...	...	...	...	Bilbao.
Sweden	...	...	...	...	Gefle, Gothenburg, Helsingborg, Hernosand, Holmsund, Lake Vener, Norrkoping, Stockholm, Sundsvall and Uddevalla.
Syria	...	...	...	...	Lattakia.
Trinidad	...	...	...	...	Port of Spain and Point Fortin.
Turkey	...	...	...	...	Iskenderun and Istanbul.
United Kingdom	...	...	...	...	Avonmouth, Belfast, Douglas, Fawley, Glasgow, Larne, Liverpool, London, Londonderry, Lochaline, Par, Penmaenmawr and South Wales ports.
United States of America	...	...	...	...	Atlantic, Gulf and Pacific ports.
Uruguay	...	...	...	...	Montevideo.
Venezuela	...	...	...	...	Amuay Bay, Las Piedras, Punta Cardon, Caripito and Puerto la Cruz.
West Africa	...	...	...	...	Bathurst, Conakry, Dakar, Freetown, Lagos Sapele, Monrovia and Takoradi.
Yugoslavia	...	...	...	...	Rijeka.

SECTION IV : Inland barge traffic.

Numbers and tonnage using the district and places served by the traffic.

Direct communication by water is maintained between the Ship Canal and all the inland navigations of the country by the following canals—Bridgewater, Leeds and Liverpool, Ashton, Aire and Calder, Peak Forest, Macclesfield, Weaver, Trent and Mersey and Shropshire Union.

Traffic passing between the Bridgewater Canal and the Manchester Docks during 1958 totalled 134,680 tons. Places served by the traffic included Preston Brook, Birmingham, Leigh and towns in the Potteries. Journeys are also made to factories and works within or near Manchester.

31 visits were made to 26 canal boats during the year, 12 of which were found to contravene the Canal Boats Regulations. 18 inspections were carried out in the main docks and a further 13 visits were made to boats lying in the Warrington-Ellesmere Port section of the Ship Canal. Outstanding contraventions were corrected on 12 of the boats inspected and 8 complaint notes were issued during the year.

The following is a summary of the defective conditions and contraventions found. No legal proceedings have been necessary to obtain the remedy of defects :—

Registration certificate did not identify owner ...	2
Registration certificate not produced	4
Marking indistinct or absent	6
Cabin sides leaking	1
Cabin in dirty condition	4
Rat infestation	2
Emission of dark smoke	1
Stoves, stove pipes, etc. defective	3
Cabins, etc. required painting	3
Sliding hatch to scuttle defective	2
Water tanks defective	1
	—
	29
	—

No cases of infectious illness were reported and no boats have been detained for cleansing and disinfection.

The Authority is not a registration authority.

SECTION V. : Water supply.

(1) *Source of supply for (a) the district and (b) shipping.*

(a) Piped water supplies are provided by the respective water undertakings abutting the Ship Canal.

(b) Fresh water is obtainable direct from hydrants in Manchester Docks and on the quays, wharves, etc., between Mode Wheel and Barton Locks, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn Docks, Weston Point Docks, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port, Eastham Locks, and the berths in Queen Elizabeth II Dock, Eastham.

(2) *Report of tests for contamination.*

24 samples of water from ships were examined with the following results :—

	<i>Satisfactory</i>	<i>Unsatisfactory</i>	<i>Total</i>
(a) Chemical	10	—	10
(b) Bacteriological	12	2	14

Both unsatisfactory samples were taken from a vessel at Acton Grange. The bacteriological reports gave evidence of faecal contamination ; this was probably due to the existing water storage and transfer arrangements. It was found that drinking water stored in the forepeak tank was being transferred to tanks on the boat deck by means of the ballast pump and the deck service line. The vessel's ballast pump was being used in place of a defective pump under the forecastle head normally used for the transfer of water. The owners and the Ministry of Transport & Civil Aviation were informed of the results of the water samples and the unsatisfactory arrangements on board. The vessel proceeded to another British port where it was understood that the necessary repairs and alteration were to receive attention during a "lay-up" period.

(3) *Precautions against contamination of hydrants and hosepipes.*

All hydrants and hosepipes were found to be adequately protected against contamination.

(4) *Number and sanitary condition of water boats, and powers of control by the Authority.*

A tug, "M.S.C. Manchester", continues to be used on the tidal section of the Ship Canal for the conveyance of fresh water to dredging craft. The boat is fitted with an afterpeak tank which is cement washed twice each year and cleaned regularly. Two other tugs, the "M.S.C. Daphne" and the "M.S.C. Diana", are not used for the conveyance of water at the present time but they are available and would be so used if circumstances warranted.

The Authority has no special powers of control.

SECTION VI :

Public Health (Ships) Regulations, 1952 and 1954.

(1) *List of infected areas.*

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

A list of such areas is compiled by the Medical Officer of Health, Liverpool Port Health Authority. Copies are forwarded by post to H.M. Customs & Excise, Eastham, and also handed to the Waterguard Department and to inspectors of this Authority.

The list detailed the following ports on 1st January, 1958 :—

Rangoon, Dar es Salaam and Rio de Janeiro.

All ports in: China, Ecuador, Indo-China, India, Pakistan, Belgian Congo, Nigeria (including British Cameroons), Gold Coast and Colombia.

As from 17th June, 1958, all ports in Liberia were added to the list.

(2) *Radio Messages. No Change.*

(3) *Notifications otherwise than by Radio. No Change.*

(4) *Mooring Stations.*

Consideration has been given to the revision of the list of mooring stations within the port. Arrangements were originally made in 1933 with the Manchester Ship Canal Co. to meet the requirements of the then Port Sanitary Regulations as to the establishment of mooring stations. Since then traffic conditions within the port have altered substantially. Following correspondence with the Waterguard Superintendent and the Manchester Ship Canal Co. and a meeting between the Chief Preventive Officer, Ellesmere Port, and the Assistant Harbour Master at Eastham, it was agreed that a vessel entering the Canal on which there was a "quarantinable disease" could proceed to a berth at one of the Eastham lay-byes. In the unusual event of all the lay-byes being occupied it was agreed that a vessel could be directed to the nearest vacant berth within the Canal at Ellesmere Port or Stanlow. With regard to the Queen Elizabeth II Dock at Eastham it was decided that the place of mooring, loading or discharge could be accepted as a mooring station.

If any occasion should arise for a vessel to be directed to a mooring station the full co-operation of all concerned will enable the arrangements to be carried out with the minimum of delay.

(5) *Arrangements for :*

(a) Hospital accommodation for infectious diseases.

(b) Surveillance and follow up of contacts.

(c) Cleansing and disinfection of ships, persons, clothing and other articles.

No Change.

Maritime Declarations of Health are supplied to masters of vessels by officers of H.M. Customs and inspectors of this Authority. During the year 1,008 Declarations were received.

SECTION VII : Smallpox.

(1) *Names of Isolation Hospitals to which cases are sent from the district.*

(a) Ainsworth Smallpox Isolation Hospital, Bury.

(b) New Ferry Smallpox Hospital, Beaconsfield Road, Rock Ferry.

(2) *Arrangements for transport of such cases to hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The ambulance services of the Lancashire and Cheshire County Councils, or of the County Boroughs of Liverpool, Manchester and Warrington, would be available. The vaccinal state of the ambulance personnel is controlled by the ambulance authorities, who, generally speaking, require annual re-vaccination of all persons who may be required to handle smallpox patients, suspects or contacts.

(3) *Names of smallpox consultants available.*

Dr. C. Metcalfe Brown, Medical Officer of Health.

Dr. D. C. Liddle, Monsall Hospital, Manchester 10.

Dr. E. R. Peirce, 8 Grosvenor Road, Cressington Park, Liverpool.

Professor Andrew B. Semple, Hatton Garden, Liverpool 3.

Dr. J. Yule, Town Hall, Stockport.

(4) *Facilities for laboratory diagnosis of smallpox.*

Department of Bacteriology, University of Liverpool.

SECTION VIII : Venereal disease.

Leaflets giving information as to the location, days and hours of available facilities are distributed by the inspectors when vessels are visited. Posters are displayed on the dock premises by kind permission of the Manchester Ship Canal Company and similar posters are exhibited in the public conveniences situated in close proximity to the main docks.

The Salford Hospital Management Committee decided to terminate the morning session at the seamen's dispensary and as from the 28th July only the afternoon (2—4 p.m.) session has been held.

The undermentioned information has been supplied by the Medical Director, St. Luke's Clinic, Manchester, in respect of seamen attending the clinic and seamen's dispensary during the year :—

	St. Luke's Clinic	Seamen's Dispensary
<i>British seamen :</i>		
Syphilis	—	4
Gonorrhoea	16	17
Other conditions	37	86
Penicillin injections	16	66
Streptomycin injections	26	90
Attendances	123	476

Foreign seamen :

Syphilis	2	—
Gonorrhoea	12	19
Other conditions	15	26
Penicillin injections	14	17
Streptomycin injections	22	36
Attendances	52	129

A further five patients with syphilis and two with gonorrhoea attended the seamen's dispensary. These persons had received treatment at other centres prior to attending the dispensary.

SECTION IX : Cases of notifiable and other infectious diseases on ships.

TABLE D.

Category	Disease	Number of cases during the year :		Number of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Chickenpox	—	1	1
Cases which have occurred on ships from foreign ports, but have been disposed of before arrival	Tuberculosis	—	1	1
	Typoid Fever	—	1	1
	Chickenpox	—	5	2

SECTION X : Observations on the occurrence of malaria in ships.

No cases of malaria were reported during the year.

SECTION XI : Measures taken against ships infected with or suspected for plague.

No ships infected with or suspected for plague arrived during the year. In the event of such an occurrence, the measures outlined in Part I of the fourth schedule to the Public Health (Ships) Regulations, 1952, would be vigorously pursued.

SECTION XII : Measures against rodents in ships from foreign ports.

(1) Procedure for inspection of ships for rats.

Vessels from foreign ports are visited by the inspectors as soon as possible after arrival, priority being given to vessels from infected ports. All such vessels are searched by the rodent operative and special attention is paid whenever excreta, gnawings, runs, etc., are found. Traps are set and baits laid as required. Daily visits are made to vessels showing evidence of rats, particular care being taken to find dead rats.

Tankers from foreign ports arriving in the Eastham-Stanlow section of the Canal are visited by the inspector and, whenever possible, a detailed inspection for rats is made with the assistance of the student inspector and motor launch engineer. Normal treatment is difficult owing to the short stay of these vessels in port. Should the vessel be proceeding coastwise for overhaul or to complete discharge of cargo the medical officer of health of the next port is notified of any rodent evidence found.

(2) *Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.*

17 black rats and 19 mice caught on vessels from foreign ports were forwarded to the Public Health Laboratory Service, Monsall Hospital, Manchester, for bacteriological examination. A further 5 black rats caught on a vessel from a coastwise port and 85 brown rats and 1 black rat caught on the dock premises by the rodent operative of the Manchester Ship Canal Company were also submitted for examination. No evidence of rodent plague was found but salmonella organisms were isolated in two rats caught on the dock premises.

Three live black rats were forwarded to the Research Station of the Ministry of Agriculture, Fisheries & Food at Tolworth to assist in research work on anticoagulant rodenticides.

(3) *Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.*

Deratting of vessels prior to the issue of a Deratting Certificate has been effected by either fumigation with hydrogen cyanide or methyl bromide, or by trapping.

In all instances deratting was carried out by one of the following contractors under the supervision of the Authority's inspectors :—

Croftbank Chemical Co. Ltd., Oldham.

London Fumigation Co. Ltd., Manchester.

Scientex Ltd., Birkenhead.

(4) *Progress in the rat-proofing of ships.*

Rat-proofing observed on new vessels has continued to show a satisfactory standard. Whenever the inspectors have made recommendations with regard to the rat-proofing of older vessels the owners have readily co-operated in carrying out the necessary work.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Black rats	315*
Mice	516*
Species not known	—
Sent for examination	17 rats
	19 mice
Infected with plague	—

* Includes 253 rats and 431 mice destroyed by fumigation with hydrogen cyanide and methyl bromide.

RODENT CONTROL.

					Foreign		Coastwise
Visits by inspectors	...	...	...	...	1,521	...	270
Revisits by inspectors	...	...	...	...	399	...	23
Visits by rodent operative	...	...	...	...	590	...	47
Revisits by rodent operative	...	...	...	...	543	...	6
Visits by motor launch engineer	...	...	...	...	219	...	35
Revisits by motor launch engineer	...	...	...	...	33	...	—
Rats killed by hydrogen cyanide	...	...	...	...	253	...	14
Rats killed by rodent operative	...	...	...	...	58	...	—
Rats killed by motor launch engineer	...	...	...	...	4	...	—
Mice killed by hydrogen cyanide	...	...	...	...	426	...	—
Mice killed by methyl bromide	...	...	...	...	5	...	—
Mice killed by rodent operative	...	...	...	...	85	...	—

Further information regarding rodent control will be found in the section dealing with the requirements of the Prevention of Damage by Pests (Application to Shipping) Order, 1951—56 (see page 20).

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

Number of Deratting Certificates issued :					Number of Deratting Exemption Certificates issued	Total Certificates issued
After fumigation with		After trapping	After poisoning	Total		
HCN	Methyl Bromide					
12	1	1	—	14	269	283

SECTION XIII : Inspection of ships for nuisances.

TABLE G.

Inspections and Notices.

Category of nuisance and number of inspections :			Notices served :			Result of serving notices
	British	Foreign	Statutory notices	Other notices		
				Written	Verbal	
Verminous conditions	68	126	—			
Accommodation and fittings in dirty and defective condition	21	12	—	British		46 notices complied with and 9 partly complied with whilst vessels in port.
Heating, lighting and ventilation defective	4	4	—	21	125	
Insulation defective or insufficient	2	1	—			
Washplaces and fittings dirty and defective	1	12	—	Foreign		34 notices complied with and 14 partly complied with whilst vessels in port.
Drainage defective	7	7	—	22	181	
Sanitary accommodation and fittings dirty and defective	16	24	—			
Food storage and prep- aration spaces and fittings dirty and defective	10	11	—			
Drinking water tanks and fittings dirty and defective	9	7	—			
Water system defective	3	—	—			
Accumulation of refuse on deck	12	—	—			
Excess smoke emission	38	43	—			
Dirty clothes kept in provision storeroom	—	1	—			
Provisions stored in accommodation	—	1	—			
	191	249		43	306	

VESSELS INSPECTED BY THE PORT HEALTH INSPECTORS.

			1958	1957	1956
Vessels entering the port	{	foreign ...	2,473	2,363	2,366
		coastwise	2,952	3,270	2,923
	total		5,425	5,633	5,289
Number inspected	{	foreign and coastwise	1,796	1,903	2,161
Percentage inspected			33.11	33.78	40.85
Number reported defective			350	441	474
Number on which defects remedied			236	287	363
Number of vessels on which were remedied defects reported prior to year of inspection	{	British ...	54	81	104
		Foreign ...	43	54	70

The work of the port health inspectors at different parts of the port is indicated by the following statement of the number of vessels inspected and the number found with defects :—

Section A (Manchester—Latchford) :

	Inspected	Defective
Manchester, Salford and Stretford ...	841	116
Mode Wheel Oil Wharf	5	—
Weaste	11	4
Brown & Polson's Wharf	6	—
Irwell Park Wharf and Eccles	13	3
Barton	16	6
Irlam	12	3
Partington	20	3
	<u>924</u>	<u>135</u>

Section B (Latchford—Eastham) :

	Inspected	Defective
Warrington	12	2
Acton Grange	5	2
Runcorn	30	2
Weston Point	24	3
Ince	31	6
Stanlow Oil Dock and Lay-Bye	160	37
Associated Ethyl Wharf	4	—
Ellesmere Port	200	38
Bowater's Wharf (Ellesmere Port)	63	8
Eastham Locks and Lay-Bye	19	2
Queen Elizabeth II Dock, Eastham	315	114
Weston Mersey Lock	8	1
Northwich... ..	1	—
	<u>872</u>	<u>215</u>
Gross totals	<u>1,796</u>	<u>350</u>

Nationalities of the vessels inspected and the number found with defects :—

							<i>Inspected</i>	<i>Defective</i>
British	...	...	...	...	...	...	690	147
American	...	...	...	...	...	...	50	—
Belgian	...	...	...	...	...	...	4	1
Costa Rican		...	...	...	...	...	5	3
Danish	...	...	...	...	...	...	87	15
Dutch	...	...	...	...	...	...	308	12
Eireann	...	...	...	...	...	...	17	1
Finnish	...	...	...	...	...	...	33	5
French	...	...	...	...	...	...	27	15
German	...	...	...	...	...	...	84	9
Greek	...	...	...	...	...	...	10	5
Italian	...	...	...	...	...	...	27	17
Japanese	...	...	...	...	...	...	1	—
Liberian	...	...	...	...	...	...	47	24
Norwegian		...	...	...	...	...	258	71
Panamanian		...	...	...	...	...	20	12
Polish	...	...	...	...	...	...	12	1
Russian	...	...	...	...	...	...	1	—
Spanish	...	...	...	...	...	...	3	2
Swedish	...	...	...	...	...	...	110	10
Swiss	...	...	...	...	...	...	2	—
							<hr/>	<hr/>
							1,796	350

The number of inspections made of British and Foreign vessels and the number found with defects were :—

	<i>Inspected</i>	<i>Defective</i>
British steamships and motor vessels ...	690	147
Foreign steamships and motor vessels	1,106	203
	<hr/>	<hr/>
Totals	1,796	350
		<hr/>
Re-visits	475	
	<hr/>	
Gross total—visits and re-visits	2,271	

In the Manchester-Latchford section there was a decrease of 241 inspections over the previous year, and in the Latchford-Eastham section an increase of 134 vessels was recorded.

Number of personnel carried on vessels inspected :—

British :

European	...	...	...	...	...	...	...	20,837
Asiatic	...	...	...	...	...	...	...	4,372
								<hr/> 25,209
American	...	...	...	...	...	...	...	2,246
Belgian	...	...	...	...	...	...	...	158
Chinese	...	...	...	...	...	...	...	759
Costa Rican	...	...	...	...	...	...	...	87
Danish	...	...	...	...	...	...	...	2,799
Dutch	...	...	...	...	...	...	...	5,451
Eireann	...	...	...	...	...	...	...	531
Finnish	...	...	...	...	...	...	...	853
French	...	...	...	...	...	...	...	946
German	...	...	...	...	...	...	...	1,300
Greek	...	...	...	...	...	...	...	267
Italian	...	...	...	...	...	...	...	852
Japanese	...	...	...	...	...	...	...	49
Liberian	...	...	...	...	...	...	...	1,813
Norwegian	...	...	...	...	...	...	...	9,545
Panamanian	...	...	...	...	...	...	...	743
Polish	...	...	...	...	...	...	...	245
Russian	...	...	...	...	...	...	...	31
Spanish	...	...	...	...	...	...	...	91
Swedish	...	...	...	...	...	...	...	2,766
Swiss	...	...	...	...	...	...	...	70
								<hr/> 56,811 <hr/>

**SECTION XIV : Public Health (Shell-fish) Regulations,
1934 and 1948.**

NO CHANGE.

SECTION XV : Medical inspection of aliens.

Two alien passengers suffering from mental disturbance were removed to hospital from vessels lying at Ellesmere Port and Stanlow. Both these cases were dealt with by a boarding medical officer of Liverpool Port Health Authority.

An enquiry was later received from the District Inspector, H.M. Immigration Office, Liverpool, asking for information as to the procedure to be adopted if any further cases requiring examination by a medical inspector of aliens should arise on vessels lying in the port.

Manchester has never been designated by the Secretary of State as an approved port for the purposes of the Aliens Order, 1953, or earlier Orders, and the question of the appointment of a medical inspector has not previously arisen. The matter was referred to the Ministry of Health

who pointed out that a doctor holding a Warrant of Appointment as a medical inspector of aliens could operate anywhere in that capacity if he was so prepared. It was suggested by the Ministry of Health that the very occasional case should be dealt with either by a medical inspector serving Manchester Airport or by one serving the port of Liverpool, whichever was the more convenient in the particular case. The Port Medical Officer of Health, Liverpool, and H.M. District Inspector readily agreed to this suggestion and it is not considered that any difficulties will arise if a case should occur requiring the attention of a medical inspector of aliens.

SECTION XVI : Miscellaneous.

Arrangements for the burial on shore of persons who have died on board ship from infectious disease.

NO CHANGE.

INSPECTION OF FOOD STORAGE WAREHOUSES.

Small quantities of foodstuffs were temporarily stored in the Manchester Ship Canal Co. (Bridgewater Department) dock warehouse at Runcorn and the British Waterways warehouse at Weston Point. The foods mainly arrived in barges from Liverpool and Birkenhead and were stored whilst awaiting transhipment to inland towns. No action was required in respect of these foods.

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951-56.

Rodent Control Certificates issued 5

	Visits by inspectors	Visits by rodent operative	Rats killed	Mice killed
Floating grain elevators	7	12	—	—
Barges	4	—	—	—
Tugs	1	—	—	—

The number of rats caught or destroyed by the rodent operative employed by the Manchester Ship Canal Company showed a decrease compared with 1957 ; 1,353 as against 1,713 in the previous year.

The continued efforts of the Chief Public Health Inspectors of Ellesmere Port and Runcorn in effectively controlling the rodent population on property abutting the Ship Canal are much appreciated.

114 campaigns using zinc phosphide, arsenic, red squill, mafantu and warfarin were carried out on the Manchester Ship Canal Company property at Ellesmere Port. Treatments involving the use of zinc phosphide and arsenic are estimated to have killed 244 rats. A further 93 rats and 190 mice are reported to have been accounted for on the Company's property at Runcorn where, in addition to visits by the rodent operative of the local authority, repressive measures are taken by the staff of the Company.

DANGEROUS DRUGS REGULATIONS, 1953.

Two certificates were issued under these Regulations during the year to the masters of foreign vessels.

OBSERVATIONS OF THE PORT HEALTH INSPECTORS.

SMOKE ABATEMENT.

This problem continued to receive special attention. On the 1st June the Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958, issued under the Clean Air Act, 1956, came into operation. In accordance with the request of the Ministry of Housing and Local Government every effort was made to publicize the regulations prior to strict enforcement.

From daily contact with masters and crews it is evident that the publicity given to the regulations both at home and internationally has been of immense value. The majority of British owners have circularized the regulations to their masters whilst one large tanker Company has also issued copies of Ringelmann charts to all their vessels. Foreign masters have produced letters from their owners pointing out the importance of keeping smoke emission within the limits laid down by the regulations.

The following is a summary of work relative to smoke abatement carried out in the Eastham-Warrington section of the port during the year.

Queen Elizabeth II Dock, Eastham.

Ocean going traffic continued to be heavy and 346 tankers used the dock, an increase of 43 over 1957. Small craft such as estuarial and coastal tankers, however, fell by two-thirds to 152 ; this figure does not include dredgers and their attendant hoppers. In addition it is estimated that well over fifteen hundred entries were made by berthing tugs ; each tanker requires an average of three when entering or leaving the dock.

With regard to smoke the following routine procedure has been adhered to. Masters of tankers on arrival have been handed smoke notices by police officers of the Manchester Ship Canal Company ; this initial step is followed by the chief engineers being interviewed by the inspectors during normal inspections on the need to comply with the regulations. Tankers observed afterwards emitting smoke have been boarded as soon as possible and verbal representation made to the appropriate persons. During the year it was necessary to make such representations to 42 tankers alongside in respect of dark and/or black smoke. Emissions were stopped on 37 tankers whilst improvement was effective on the remaining five as far as circumstances would admit. In serious cases letters were sent to the owners of the tankers concerned. The number of verbal notices was twice as many as in 1957 and was considered to be due to the increased coverage given by the presence of the student inspector. It is considered that the procedure followed has been successful as far as informal action allows and avoided what may have been serious contraventions on several occasions.

Dredging operations in the dock occurred on three separate occasions and careful watch was kept on the dredgers and hoppers employed. Six smoke observations were taken of the dredgers, two of which showed contravention of the regulations and were followed by correspondence with the owners. In addition the masters and engineers were personally interviewed on eight occasions.

Surveillance on all tugs was not feasible but opportunity was taken to observe 178 engaged in docking operations. 28 tugs were observed to make excessive smoke and resultant action was taken, either verbal or written. Personnel of 20 tugs were interviewed as to their conduct whilst awaiting entry into the dock and it was apparent that the presence of an inspector had a salutary effect on a great many occasions.

The advent of the Dark Smoke Regulations on the 1st June had a noticeable effect on tugs using the dock. From January to May, 32 per cent of the tugs observed emitted smoke but in the remaining seven months of the year the figure dropped to 8 per cent and what is also important the amount of smoke decreased appreciably.

No complaints were received by the Authority from local residents and during the first five months of the year no need arose in which it was necessary to take joint action with the Bebington Corporation under the Public Health Act, 1936.

Eastham-Warrington section of the Canal.

Regular journeys by the "Hygeia" enabled watch to be kept on vessels berthed at different points in this length of the Canal. Five tankers at Stanlow and two at Ince Lay-Bye were seen emitting smoke but all the cases were remedied following verbal representation and were mainly due to careless personnel. Cargo vessels berthed at the various general cargo berths in the section required little attention in respect of smoke and verbal notice was only necessary in isolated cases.

Vessels under way along the Canal continue to present the main smoke problem. Four complaints from residents in the Stockton Heath and Latchford areas were received ; names of vessels were given which enabled the Authority to write strongly to the owners of the vessels concerned. Six patrols by launch were carried out in this area in an effort to catch offenders ; they were wary, however, and only one local vessel (coal-fired) was observed to contravene the regulations. A written notice was served on the master and both he and the owners were warned in regard to further contravention.

As intimated in previous reports the main smoke offenders are local coal-fired vessels using the port regularly. Their boilers are hand fired and it is unfortunate that they cannot be converted to mechanical firing as for land based boilers. Observations taken of such vessels have shown it is possible to keep within the lenient prescribed limits of twenty minutes per hour for dark smoke. It is most unsatisfactory, however, that coal-fired vessels can make dark smoke for a third of the time when under way and still comply with the regulations. The fact that no applications for exemption under Section 2 of the Clean Air Act, 1956, have been received

by this Authority seems to indicate that owners believe compliance with the regulations can easily be achieved. Either that or else it is realized that at the end of seven years from 1956 the only practicable way to avoid contravention would be to convert to oil firing or instal diesel propulsion, both expensive projects. Indeed the replacement of coal by oil and the diesel engine is the only solution to satisfactory smoke prevention in vessels. To this end it is encouraging to note the increasing trend in this area towards oil as fuel for new tugs and small craft. A reasonable standard of smoke prevention in respect of coal burners is only possible by (i) satisfactory quality of coal and boiler maintenance, (ii) better trained firemen resulting in greater firing efficiency and (iii) fitting of aids such as the smoke eliminator door and smoke detector.

Final observations.

From experience gained in the Eastham-Warrington section of the port the types of vessels causing most offence are coal-fired vessels and oil-fired tankers. Coal-fired vessels have already been dealt with. Tankers present a different problem. According to the figures for the Queen Elizabeth II Dock, 12 per cent of ocean going tankers were found emitting smoke. Most offences were committed by motor tankers during discharge operations. These tankers are usually fitted with two Scotch boilers which supply the steam for the discharge pumps. When new the steam capacity of the boilers is sufficient for all requirements. Later in the life of the tanker it frequently happens that steam heating coils are fitted in the cargo tanks for the purpose of heating heavy oils before discharge. An added burden is thus thrown on the existing boilers whose efficiency may have been reduced by wear and tear. Overloading of the boilers often occurs and results in excessive emission of smoke. Several such cases have been encountered and have caused grave concern, as the only possible immediate solution appears to be a reduction of the discharge rate. This particular problem is stressed because it is considered that it deserves the attention of owners and all others concerned in the equipping and operation of tankers.

The opening phase of enforcing the Clean Air Act, 1956, and regulations has been directed to publicity, education and the co-operation of all concerned. Unfortunately in a few instances the desired results have not been attained and it is anticipated that legal proceedings may have to be taken.

I am indebted to Mr. E. Redhead, student inspector, for his assistance in smoke abatement and for information and figures which have been incorporated in this report.

It is also desired to thank the officials and police department of the Manchester Ship Canal Company and the marine superintendents of the major tanker companies for their co-operation and interest.

Motor launch "Hygeia"—based at Weston Point.

The Authority's motor launch regularly employed on the Ship Canal between Warrington and Eastham performed satisfactorily during the year and traversed 4,461 miles without having to undergo major repairs.

This performance has been made possible by care, nursing and maintenance of the twenty year old engine which is steadily deteriorating through wear and tear. The annual overhaul of the hull and engine was competently and thoroughly carried out in July by Mr. R. C. Ashton, launch engineer.

Mr. Ashton's devotion to his work is highly praiseworthy and it is due to his care that the "Hygeia" continues to serve the Authority with efficiency allied to economy.

Shipping inspection.

In the Warrington-Eastham section of the Canal the number of vessels inspected showed an increase of 134 compared with the previous year. The majority of the inspections were carried out at Stanlow, Ellesmere Port and Eastham, where foreign trade continues to be heavy especially in respect of oil cargoes.

With the continuous advent of new ships the standard of crew accommodation and amenities continues to improve. This improvement is slowly enforcing the realization on crews that it is very much their duty to fully appreciate and look after the excellent quarters provided. Dirty accommodation in British ships is infrequently met with in these days. At the same time one would like to see, particularly in older vessels, greater attention to regular and systematic cleaning of paintwork, decks, lockers and fittings. It is a characteristic of many ships that accommodation whilst not really dirty, looks uncared for, drab and dingy. It is often wondered how many masters during their regular inspections trouble to look into dirty clothes and oilskin lockers and spaces underneath and behind fittings such as galley stoves, refrigerators, bunks and settees. More frequent attention to the renewal or proper repair of worn out sink units, lockers, tables, chairs and composition decks would be beneficial and an encouragement to crews in older vessels to honour their obligations.

The continued decrease in vermin infestations found is a tribute to the co-operation given by owners and the excellence of the present day insecticidal lacquers, powders and liquids. Very few heavy cockroach infestations were observed on British ships during the year, more were found on foreign owned tonnage. The vessels of one major tanker Company trading here regularly are today virtually free from cockroaches due to regular servicing and use of insecticidal lacquer whereas a few years ago such freedom was rare.

Mr. E. Redhead, student inspector, has been fully engaged under my supervision during the year and the increase in inspections is mainly attributable to his presence. Mr. Redhead has been most consistent in carrying out his duties and I thank him for his keen co-operation and assistance at all times.

Rodent control.

370 foreign-going tankers were examined during the year. Only 11 tankers were found to have rats on board, one being moderately infested with 6—10 rats whilst the remaining 10 vessels showed evidence of slight infestations up to 5 rats. Trapping and poisoning were resorted to when time allowed but unfortunately results were seldom ascertained owing to

the early departure of the vessels concerned. The overall percentage of infested tankers was 3 per cent thus approximating the figure of 3.3 per cent for 1957. One tanker was found with slight mice infestation in the provision storerooms.

The incidence of rats on cargo vessels in the Warrington-Eastham section was very small, a contributing factor being that the main cargoes carried, i.e. woodpulp, ores, pyrites, chemicals, bauxite, felspar and similar commodities were not favourable to rodents.

G. E. STANLEY.

Staff changes tended to slow up the work in the Manchester-Latchford section of the Canal and it was not until the latter part of the year that normal duties could again be fully carried out.

The enactment of the Clean Air Act brought the work of controlling dark smoke emission by vessels into sharper relief. Details of the Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958, were given to the responsible officers of all ships visited. The need to curtail smoke to within the limits allowed by the regulations was stressed and, where needed, guidance on their interpretation was given.

Since June some 37 vessels have been observed to emit dark smoke. These were boarded and in every case the nuisance was abated. The main cause of smoke emission was found to be due to careless firing and occasionally to overloading. The latter cause was noted in tankers which were required to discharge their cargo at a rate beyond the normal capacity of the ships' installations. In all cases the officers and men interviewed expressed a willingness to co-operate and a readiness to do all in their power to prevent further nuisance arising.

A foreign owned ship which regularly uses the canal and is a well known "smoker" took every precaution possible after representations had been made regarding smoke emission. The owner came to Manchester and after being interviewed caused alterations to be made to the burners and endeavoured to meet our demands in every way. Other vessels have burned a more expensive fuel whilst in port to reduce smoke and it is encouraging to meet with this kind of support.

The attendant publicity of press and radio, together with the continual approach by the inspectors, has undoubtedly had its effect and whilst vessels still contravene, in the vast majority of cases it is done unwittingly rather than from any other cause.

Unhappily the picture is not complete without a word about coal burning tugs, sand hoppers, grain elevators and steam driven cranes. These outmoded craft and installations serve as a bad example and are incongruous in this otherwise well equipped and modern port. The same procedure is followed in dealing with these and despite difficulties it is fair to claim that some diminution of smoke from these sources has resulted.

Rodent control work is ceaselessly pursued. Whilst the number of vessels which are found to be infested is relatively small, this information can only be ascertained by slow and careful examination of every vessel visited. During the year 12 ships were fumigated with hydrogen cyanide, one with methyl bromide and one deratted by trapping. Of these cases one resulted in 168 black rats being destroyed and in another 185 mice were killed. These figures illustrate the care and vigilance that this work merits.

An interesting example of a contravention of the International Sanitary Regulations was noted on a Norwegian vessel. The master was in possession of an expired Deratting Exemption Certificate issued at Manchester which had been endorsed by a foreign harbour master ostensibly renewing the certificate for a further six months. This matter was reported to the Ministry of Health who obtained an assurance from the Government concerned that this would not occur again.

Concomitant with rodent control is the search for insect infestation carried out by the inspectors.

Cockroach infestation, although showing signs of decrease, is still the most common form of vermin found. Despite the use of modern insecticides, control is difficult and re-infestation after treatment still occurs. It may be that in some cases a resistant strain is being found and officers are advised to change their insecticides frequently to counteract this possibility. This procedure appears to achieve results but without doubt a continuous watch is necessary if control measures are to remain effective.

A number of shipping companies have standing contracts with insecticidal firms for the treatment of their vessels at each coastwise port visited. This is an excellent practice and it is hoped that the good results obtained in this way will be noted and followed by others.

Complaints were received of flea infestation in rags imported from Dublin. In one case investigated the rags were accompanied by a certificate certifying that insecticidal treatment had been given before export. Despite this the number of live fleas seen suggested that further control measures were needed. It is pleasing, however, to report that since this incident no further cause for complaint has arisen and would indicate that more effective treatment is now being carried out.

Another cause for complaint was the presence of dirty and offensive articles in rags imported from Belgium. In an endeavour to obviate any recurrence of this kind the matter was taken up by the Medical Officer of Health with the importers and the Ministry of Health.

The storage of drinking water on vessels received careful attention. With the work once more geared to normal running the practice of submitting at least two water samples per month for chemical and bacteriological examination was resumed.

A. M. DICKSON
J. FORBES

FOOD INSPECTION.

Public Health (Imported Food) Regulations, 1937-48.

Public Health (Preservatives, etc., in Food) Regulations, 1925-58.

Public Health (Imported Milk) Regulations, 1926.

Colouring Matter in Food Regulations, 1957.

Antioxidant in Food Regulations, 1958.

LIST OF FOOD IMPORTS.

	From foreign ports	From coastwise ports
Grain, cereals, etc.—		
Barley	300 bags	
Cereals	20 cartons	
Cornflour	1,520 bags	46 bags
Flour	956,809 bags	172 packages
Groats	234 bags	
Maize	139,789 tons	9,640 tons
Maize grit	1,113 bags	
Potato powder	160 bags	1,793 bags
Rice	257,222 bags	
Rusks	7,810 cartons	
Soya beans	1,500 tons	
Starch	330,858 bags	6,145 bags
Starch crystals	360 cartons	
Wheat	313,392 tons	1,050 tons
Wheat germ	10,054 bags	
Fruit, etc.—		
Apples	8,813 packages	9,731 cartons
Dried fruit	31,557 packages	280 packages
Fruit pectin	22 kegs	
Fruit pulp	2,986 casks	78 casks
Grapes	600 barrels	
Lemons	4,176 cartons	
Oranges	1 crate	
Fish—		
Dried fish	2 cases	
Salted fish	578 packages	
Vegetables—		
Beans	542 bags	
Carrots	500 bags	
Dehydrated vegetables	8,619 packages	
Lentils	33 bags	
Onions	3,578 packages	
Peas	94,067 bags	
Potatoes	4,102 bags	1,159 bags
Red cabbage	20 bags	
Sauerkraut	726 barrels	
Vegetables in brine ...	2,728 casks	

	From foreign ports	From coastwise ports
Meat—		
Bacon	23,413 bales	8,634 bales
Beef (frozen)	21 packages	
Beef sundries (frozen)	293 cartons	
Casings (salted)	1 cask	
Lamb (frozen)	7,723 carcasses	
Lamb offals (frozen) ...	300 cartons	
Mutton (frozen)	2,249 carcasses	
Pork products (salted)	28 packages	
Sausage meal	3 bags	10 bags
Sausages	10 cases	
Dairy produce—		
Butter	18,905 packages	
Cheese	6,387 packages	6 cartons
Cheeses	275 loose	
Hen egg albumen (frozen)	766 packages	
Hen egg albumen (crystalline)	70 packages	
Milk powder	3,200 packages	1,065 cartons
Tomatoes	2,517 baskets	
Edible oils & fats—		
Bread improver	30 packages	
Groundnut oil	329 tons	
Lard	296,641 packages	600 drums
Margarine	12,827 drums	40 cartons
Oleo	1,184 drums	
Olive oil	105 drums	
Palm oil	36 cases	
Premier jus	10,290 drums	230 casks
Soya bean oil	5 drums	
Suet		50 cartons
Vegetable shortening ...	46 drums	
Vitamin oil	2 drums	
Canned goods—		
Artificial cream... ..	1,963 cartons	100 cartons
Beer	110 cartons	
Chicken	32,280 packages	200 cartons
Corn	1,530 cartons	
Fish	43,352 cartons	15,115 cartons
Fruit	353,807 packages	37,819 cartons
Fruit juice	23,193 cartons	450 cartons
Jam	11,210 cartons	11 cartons
Marmalade	3,050 cartons	
Meat	292,649 packages	35,967 packages
Milk	11,390 cartons	
Rice	850 cartons	652 cartons
Soup	7,110 cartons	3,400 cartons
Tomato juice	50 cartons	
Vegetables	26,678 packages	5,024 packages

	From foreign ports	From coastwise ports
Bottled goods—		
Chicken	3,686 cartons	
Fruit salts	484 cases	
Marmalade	200 cartons	
Vegetables	17 cases	
Sweets, confectionery, etc.—		
Baking powder		30 bags
Biscuits	2,332 packages	
Cocoa butter	1,978 packages	
Confectionery	162 cartons	50 cartons
Edible gum	2,771 packages	1,026 bags
Honey	17 drums	
Miscellaneous—		
Acetic acid... ..	310 drums	
Agar	10 casks	
Almonds (shelled)	200 bags	
Baking tin grease	554 packages	
Beer, stout, etc.	57,455 packages	87,493 tons
Carraway seed	20 bags	
Citric acid	160 drums	
Cocoa beans	67,916 packages	
Dextrose	57 bags	
Garlic	80 crates	
Gelatine	110 bags	
Glucose (liquid)	505 drums	10 drums
Glucose (powdered)	17,580 bags	
Ginger (in syrup)		1 case
Herbs & spices	120 packages	153 packages
Margarine dye	305 cartons	
Pickles	4,485 packages	51 packages
Poppodums	18 bags	
Poppy seed	80 bags	
Rapeseed	50 bags	
Rice paper	20 cartons	
Soup powder	20 cartons	
Tea	188,964 chests	49,533 chests
Wines and spirits	2,975 packages	
Yeast	140 bags	2,102 bags

RESULTS OF INSPECTION

Details of food imports which have been condemned during the year :

Articles	Tons	Weight cwts.	qrs.	lbs.
Grain, cereals, etc.—				
Flour	77	5	0	17
Maize	8	19	2	4

Articles	Tons	Weight cwts.	qrs.	lbs.
Potato powder	—	1	2	0
Rice	7	0	0	2
Rusks	—	—	2	22
Soya beans	1	2	3	4
Starch	100	0	0	0
Wheat	92	18	1	9
Fruit—				
Fruit pulp	—	2	0	0
Vegetables—				
Dehydrated potato dice	—	—	3	4
Peas	3	19	2	3
Vegetables in brine	—	3	0	0
Dairy produce—				
Cheese	—	—	3	8 $\frac{1}{4}$
Edible oils & fats—				
Lard	2	8	2	23 $\frac{1}{2}$
Premier jus	—	4	2	3
Canned goods—				
Chicken				21 $\frac{3}{4}$
Chicken skins				3 $\frac{1}{4}$
Fish				10 $\frac{1}{4}$
Fruit	1	6	0	15 $\frac{3}{8}$
Jam			1	20
Marmalade				20
Meat		2	1	11
Tomato juice				13
Vegetables		6	0	0 $\frac{3}{4}$
Bottled goods—				
Fruit		1	1	21 $\frac{1}{2}$
Tomato chutney			1	21 $\frac{1}{2}$
Vegetables				9 $\frac{5}{8}$
Miscellaneous—				
Glucose		2	2	27
Macaroon paste		1	2	21
	296	8	3	25 $\frac{3}{4}$

FOOD VOLUNTARILY SURRENDERED

Chicken (bottled)				11 $\frac{5}{8}$
Fruit (canned)				11
Ships' stores	3	15	3	8
Miscellaneous				18 $\frac{1}{4}$
	3	16	0	9 $\frac{7}{8}$

Approximately 97 per cent. (292 tons) of the food condemned or surrendered was utilized for animal food or commercial purposes.

LABORATORY EXAMINATIONS

Number of samples examined by :-

(a) Analyst..... 39

(b) Bacteriologist 123

The following samples were forwarded to the Public Analyst, Manchester, for chemical analysis:-

Nature of sample	Object of examination	Result
Dutch canned pork luncheon meat	Colouring	Satisfactory
S. African mixed drained peel	Preservative	ditto
S. African canned orange juice	Metallic content	ditto
S. African canned pineapple juice	ditto	ditto
Czechoslovakian canned strawberries (2 samples)	Colouring	ditto
Dutch canned strawberries (2 samples)	ditto	ditto
Czechoslovakian canned red cherries	ditto	ditto
Dutch canned Victoria plums	ditto	ditto
Dutch canned red plums	ditto	ditto
American canned fruit cocktail (2 samples)	ditto	ditto
Cyprian canned vegetables	ditto	ditto
ditto	Preservative	ditto
ditto	Metallic content	ditto
S. African canned cut stringless beans	Colouring	ditto
Dutch canned herring fillet in tomato sauce	Metallic content	ditto
American canned corn	Colouring	ditto
Dutch smoked salmon mayonnaise (in tube)	ditto	ditto
Hungarian bottled red pickled paprika	ditto	ditto
Indian curry powder	Metallic content	ditto
Dutch margarine dye	Colouring	ditto
Dutch confectionery	ditto	Found to contain dyestuff not included in schedule of permitted colouring matters—consignment re-exported.
Norwegian bottled lager	Preservative	Satisfactory
Dutch dehydrated celery powder	Metallic content	ditto
N. Ireland bacon and wrapping	Identification of stain	A water-soluble dyestuff—reconditioning carried out.
Canadian flour (part of bag and scrapings)	Nature of contaminant	Colouring matter found to consist of finely powdered oxide of iron—affected part of consignment released for industrial purposes.
Chilean prunes	Preservative	Satisfactory
Danish citrus pectin	Metallic content	ditto
American apples (2 samples)	Arsenical spray and surface contamination	ditto

Nature of sample	Object of examination	Result
Carton lining paper from American lemons (2 samples)	Diphenyl and preservative	Excess diphenyl on lining paper—breach of Public Health (Preservatives, &c. in Food) Regulations, 1925-1953. Lemons forwarded to Liverpool—Medical Officer of Health informed.
American lemons (1 sample) and carton lining paper (3 samples)	Diphenyl and sodium o-phenylphenate	Diphenyl in lemons—24 p.p.m.; sodium o-phenylphenate—nil. Excess diphenyl on lining paper—breach of regulations; consignment exported to Holland.
Italian rice and part of bag	Identification of stain	Carbon black—contaminated rice released for animal food.

The undermentioned samples were submitted to the Public Health Laboratory Service, Monsall Hospital, Manchester, for bacteriological examination :-

Nature of Sample	No. of samples	Result
Danish canned vienna sausages	1	Satisfactory
French canned vienna sausages	1	ditto
French canned frankfurter sausages	1	ditto
Dutch canned ox tongue	3	ditto
Czechoslovakian canned ox tongue	19	ditto
Czechoslovakian canned lunch tongue	27	One tin not sterile—importers notified.
Dutch canned lunch tongue	1	Satisfactory
Czechoslovakian canned pork kidneys	1	ditto
Czechoslovakian canned ham	1	ditto
German canned cooked pork collar	2	ditto
Yugoslavian canned chopped pork	1	ditto
Dutch canned chicken fillets	2	ditto
Dutch canned chicken breasts	2	ditto
Danish pig's snout	1	ditto
Danish beef	1	ditto
Indian Bombay duck	1	ditto
Dutch canned mussels	1	ditto
N. Ireland canned salmon	1	ditto
Dutch smoked salmon mayonnaise (in tube)	1	ditto
Danish canned cream	1	ditto
Chilean prunes	1	ditto
Australian skimmed milk powder	2	ditto
Dutch hen egg albumen (frozen)	40	ditto
Dutch hen egg albumen (crystalline)	7	ditto
Dutch bottled luncheon salad	1	ditto
Dutch bottled meat salad	1	ditto
Bottled fish paste (returned export)	1	ditto
Bottled smoked cod roe (returned export)	1	ditto

OBSERVATIONS OF THE FOOD INSPECTORS.

For a large portion of the year, owing to staff shortage the food inspectors, in addition to food inspection duties have had to undertake the inspection of merchant shipping, thus it was inevitable that only the barest essentials of food and shipping inspection could be carried out.

A shipping company reported that a cargo of monazitic sand landed in the United States of America was reported to be emitting gamma rays. A similar cargo was on board one of their vessels due to arrive in Manchester. The vessel was boarded and geiger counters were taken into the hold but although radio activity was registered it was in very small amounts and not harmful.

Stowage of foodstuffs alongside harmful and dangerous substances occurred from time to time and this sometimes presented a difficult problem to deal with. On one occasion cases of lard were found stowed alongside drums of arsenic of which several had loose lids and a quantity of the contents spilled. A careful examination of the lard took place and as it was found to be free from contamination it was released and the matter was taken up with the master of the vessel concerned.

There was a recurring breach of the Public Health (Preservatives, etc. in Food) Regulations in regard to diphenyl in cartons of lemons. Samples of the diphenyl impregnated paper liners and of lemons were submitted to the public analyst and excessive quantities of diphenyl were found in the liners and diphenyl was also found in the lemons. The consignment was detained and eventually exported to the Continent. Subsequently the regulations were amended to permit the importation of citrus fruit with a permitted quantity of diphenyl allowed in the fruit itself as opposed to the previous regulations which only allowed diphenyl in the wrappers.

Unsatisfactory reports were received, from outside sources, regarding Czechoslovakian canned ox tongues. Systematic and extensive examinations and sampling of all consignments were carried out over a period of six months. Only in a single instance was an unsatisfactory report received regarding one tin.

Consignments of Dutch canned meat salad and French canned ravioli arrived without official certificates and were detained. On receipt of bulk certificates, together with affidavit, the consignments were released.

There being no official certificate for India, a case of canned mutton curry was surrendered and destroyed.

A consignment of Dutch confectionery—a sweet in the form of traffic lights—was found on analysis to contain a colour not included in the schedule of permitted colouring matters. The consignment was exported.

Flour imports have been considerable and the inspection and sorting of damaged bags has occupied quite an amount of time—a total of 1,298 bags were condemned but subsequently released, under guarantee, that they would be used for purposes other than human consumption.

As mentioned in a previous annual report (1956) a complete refining process enables contaminated lard to be rendered fit for human consumption and on occasion lard has been released for such treatment.

Continuous efforts have been made to obviate contamination of foodstuffs exposed in the dock sheds as a result of damage in transit and handling. Any damaged packages are required to be dealt with as soon as possible and consequently potential loss has been obviated. Damage of foodstuffs by rodents in the sheds and warehouses presents an ever recurring problem and entails a continuous examination of foodstuffs until collection from the docks.

Inspection and disposal of rejected ships' stores has been carried out by request on several occasions.

During the year a revised memorandum on the investigation of food poisoning outbreaks was received from the Ministry of Health. On the 6th September, 1958, the Antioxidant in Food Regulations became operative. Two amendment regulations came into operation in respect of diphenyl and ortho-phenylphenate in citrus and non-citrus fruits.

On the 31st December, 1958, H.M. Customs & Excise discontinued the sampling of tea on importation for adulteration and unfitness. As the responsibility for this will now rest solely on the Port Health Authority it will entail considerable extra work.

Details of samples submitted for analysis and bacteriological examination are given on pages 31 and 32

Particular matters dealt with regarding merchant shipping inspection included smoke emission, rags which were verminous or contained offensive articles, and a heavily rat infested vessel.

In March a steamship company approached the Authority for advice regarding smoke emission from one of their vessels, an old but excellently maintained natural draught coal burning vessel. Detailed observations and tests were carried out resulting in certain recommendations being put forward. These were put into practice and it is gratifying to report that there has been a considerable diminution in smoke emission from the vessel concerned.

During the year there were several complaints regarding the inclusion of offensive articles in imported bales of rags. The dock workers were most disturbed at having to handle these articles and eventually complained to their trade union representatives. At a meeting at the Port Health Office the Chairman and Medical Officer of Health explained to the union representatives the absence of powers to deal with this matter but representations had been made to the Ministry of Health and to the importers. The importers had promised to take action and to raise the matter with the Waste Trades Federation.

Dock workers discontinued the discharge of a heavily rat infested vessel, refusing to resume work until fumigation had taken place. At the time of cessation of work approximately 5,000 tons of cargo remained on board. Fumigation was carried out with the cargo in situ and again when the vessel was empty, a total of 168 dead rats being recovered. Specimens submitted for bacteriological examination showed no evidence of plague infection.

T. BORROWS.

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